

SHIPPING.
ARRIVALS.
YTSHERE. British str., 1,971. W.
nos on 30th Sept., via Singapore.
on 17th Nov., General.—DODWELL
& Co.
NTAS-PH. British steamer, 1,199.
Good, Meji 15th November, Coal.—
DANUS. British str., 1,507. Parry.
7th October. General.—BYTER.

SWINE.
 TATON ARCAE, British str., 1.392
 tons, Calcutta 4th Nov., Penang
 Singapore 14th, Opium and Goro
 SASSOON, SON & Co.
 KANG, German str., 953, R. Kohler
 1st Nov., Rm.—SIEMSEN & Co.
 GEORGE, French steamer, 750, O
 Haiphong 20th Nov., General-
 KATY.

HEARANCES.
HARBOUR MASTER'S OFFICE.
2ND NOVEMBER
 British str., for Swatow.
 Janeiro, Amr. str., for Nagasaki.
 British str., for Singapore.
 German str., for Swatow.
 Fish str., for Ketchinotan.
 Nor. str., for Iloilo.

DEPARTURES
WINN, German str., for Hallow.
WOKUT, British steamer, for Singa-
pore, British bk., for Whampoa.
WYLLIE, Danish str., for Hallow.
WYLLIE, American bk., for
Hallow.

LOOITY, British bk., for Honolulu.
 EN, British str., for London.
 MASANA, British str., for Melbourne.
 TIO, British str., for Manila.
 ANGLE, Chinese str., for Canton.
 YANG, German str., for Canton.

PASSENGERS.
ARRIVED.
 ... str., from Liverpool.—Mr.
 ... Mrs. ... Mr. ...

SUPPLIES AT HOTELS.
HONGKONG HOTEL.

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HONGKONG HOTEL.

Mr. Min
Mr. T. Mitchell
Mr. W. Monour
Mr. G. O. Moxon
Mr. J. W. Patterson
Mr. & Mrs. von der Pfordt
tea and two children
Mrs. F. W. Phillips
Mr. W. H. Peck
Mr. K. B. Ziencky
Mr. H. T. Safford
Mr. C. Sattler

Mr. & Mrs. G. Senior	Miss Senior
Miss E. Senior	Mr. F. G. Senior
Mr. F. J. Shean	Mr. M. Smith
Mr. H. L. Taft	Mr. F. Townsend, Jr.
Mr. C. Trombitt	Mr. & Mrs. Vianna
Miss Wallace	Mr. G. A. Watkins
Mr. G. A. Watkins	Mr. G. W. Wareham

Mr. G. O. Wrede
Mr. J. Wrede
Lieut. K. Wrede

Mr. C. Malach
Mr. H. F. Meyerink
Mrs. Van Nierop
Mrs. Olifant & child
Mr. & Mrs. Sachse, and
child
Mr. & Mrs. H. D. Stamm
Mr. & S. Taylor

Mr. F. C. Wilford
Capt. in Young
WINDSOR HOTEL.
Capt. and Mrs. H. C.
Haria
Mr. A. Hatly
Mr. B. R. Joyce
Mrs. A. Lyndet
Miss C. Lyndet
Rev. J. M. Morton
Mr. G. Nielsen
Mr. V. Sato

Gavannilles	Mr. Z. Sawatari
Gourdin	Mr. J. A. Saviniers
Don	Mr. Geo. L. Tomlin
y	Captain Welman, 53 R
Geo. Holmes	Mrs. Welman

VESSELS IN DOCK.

WATER DOCKS.—

WATER DOCKS.—Amigo, Reina Cristi
 dentale, Hongshan.

LIHAN DOCK.—

TO-DAY:
Competition in Happy Valley:
of Sanitary Board 4.15 p.m.
Match in Happy Valley, 4.30 p.m.
of Bothen Mark Lodge, 9 p.m.

**HONGKONG HIGH-LEVEL
WAYS COMPANY, LIMITED**

TIME TABLE.
FORCE FROM 1ST DECEMBER 189

WEEK DAYS.

10.30 a.m.	Every quarter of an hour
12.30 p.m.	Every half hour
2.30 p.m.	Every quarter of an hour
8.00 p.m.	Every quarter of an hour
8.45 p.m. and 9 p.m.	and from 8.45 p	
to 11.15 p.m.	every half hour.	

SATURDAYS.
 Trains leave at 11.30 and 11.45 p.m.

SUNDAYS.
 Leave at 10.40 a.m.
 Arrive at 11.30 a.m.
 Every quarter of an hour
 Every quarter of an hour
 From 9 p.m. to 11 p.m., every half hour

JOHN D. HUMPHREYS & SON
 General Managers.
 2nd December 1892. 12

I S H A N G,
22, QUEEN'S ROAD EAST.
FURNITURE of every description,
IRS, CHAIRS, TABLES,
BASKETS,
CHILDREN'S COATS, &c., &c.
PATTERNS, BEST WORKMANSHIP
ALSO,
AN CORSE SPLIT RATTAN.

CANTON REED,
And Sundries of all Kinds.
No. 18th November, 1893. [2]
JUST LANDED.
F. "BALAZIE."
SWEETS! SWEETS!
SILATE NOUGA, & CREAM'S & Co.
selection of FANCY CHOCOLATE
in various shapes.
FANCY HONOLULU EYES RAISING

DEBENTISTRY.

at the following rates:—
 Sets (Vulcanite), \$50.00.
 Sets (Gold, 20 carat), \$104.00.
 Sets (Vulcanite), from \$5.00 upwards.
 Sets (Gold), from \$1.00 upwards.
 Insurance given with each Set.
 Cash extracted, \$1.00.
 Press.
 c/o CARMICHAEL & CO
 and/or

FLETCHER & CO,
NY, 5th October, 1898.

INTIMATIONS.

BROWN, JONES & CO.
DEALERS IN
AMERICAN AND ITALIAN MARBLE,
AND HONGKONG GRANITE,
CEMENT MEMORIALS.
Designs and prices on application.
Office, 44, QUEEN'S ROAD CENTRAL.

A. S. WATSON & CO., LIMITED.

"We invite attention to our Stocks of"

CONFECTIONERY

AND

CHRISTMAS GOODS.

JORDAN ALMONDS, NOUGAT, BUTTER

TEA, SCOTCH, ASSORTED TOFFEES,

DRAGEES, FRALINES, and a

large selection of PURE CONFECTIONERY

from the leading Manufacturers.

GADBURY'S SPECIAL

CHOCOLATE CREMES.

PINE, APRICOT, CHERRY, LIME,

GUAVA, and other FRUIT JELLIES, of

great variety.

TOM SMITH'S

CHRISTMAS CRACKERS.

COLOURED OPALS mounted in Plush,

representing favourite subjects.

A large assortment of ENGLISH and

JAPANESE CHRISTMAS CARDS, of

handsome and artistic designs, suitable to all

tastes and at moderate prices.

A. S. WATSON & Co., LIMITED.

The Hongkong Dispensary.

Established A.D. 1841.

Hongkong, 2nd November, 1933.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns

will be published. All other communications should be

sent to the Editor, and not to the Press, and should

be accompanied by a return address, and should be

sent by registered post, and should be accompanied by

the necessary postage. After that the supply is limited. Only supplied

for Cash.

Telephone Address Press

P. O. Box 97.

HONGKONG, NOVEMBER 23RD, 1933.

The project for railway communication

from the ports and capital of Burma to the

frontier of China, which Mr. HOLT HALLER

has so long and energetically advocated,

has found another earnest champion.

Mr. Hertz, of the Burma Civil Service, has

been delivering an address to the London

Chamber of Commerce, in which he dealt

with the subject evidently on similar lines,

judging from the telegraphic summary of

the effect of his remarks. He said that the

commercial expansion of Burma lay in the

direction of railway extension towards China

on the west and India on the east, thus

bringing those two great countries into

contact and enabling Burma to secure the

trade of South-western China. He urged

prompt and vigorous action, or France would

outstrip Great Britain in these regions. He

is also reported to have advocated the con-

struction of a railway from Moumein and

Zimung to M'kong and thence up to the

Chinese frontier, and another line from

Mindat to Kunglong Ferry, "China," he

added, "should be consolidated and Chiennan"

"undoubtedly in Burma." Mr. Hertz

is widely in agreement with Mr. HALLER

as to the routes for the proposed railways,

and he said they are the ones along which

trade would solve itself. At present, how-

ever, it is to be feared the cost of construc-

tion will operate as a barrier against their

being laid, more especially the one to Zimung

and thence to the Mekong and the Chinese

frontier. The first experiment should, we

think, be a railway from Mandalay to Bhamo,

and this would at least place the support of

Rangoon in direct communication with the

border of Yunnan. Whether the results

would justify the sanguine anticipations

formed is, however, quite another matter.

The trade of Bhamo has never been large,

the population of eastern Yunnan being very

from Zimung to Kianglung is more feasible,

but this would only touch the frontier,

which might almost as well be tapped at

Bhamo to far as immediate results are con-

cerned.

The desirability of bringing South-western

China into connection with India through

Burma cannot be questioned, but it is

useless to ignore the difficulties in the path;

and equally futile to assess the possible results

at too high a figure. The trade of Yunnan

will not be very considerable for many

years to come. The province is only now

beginning to recover from the devastating

effects of the Mohammedan rebellion, the sup-

pression of which by the Imperial troops

was attended by the slaughter of millions of

the population. The construction of a rail-

way to the frontier would, however, be sound

policy both politically and commercially. It

would provide an outlet for the surplus pro-

duce of Yunnan and Kweichow, which would

soon be largely available, and a proportion

of the tin and copper of the former province

would be conveyed to Bhamo and sent on

by railway to Rangoon for shipment. In

any case encouragement would be afforded

to the Chinese to increase their trade and

intercourse with India. France, as Mr.

HERTZ points out, is already bidding for

this trade through Tonkin, and she must

inevitably obtain a good share of it if she

continues to adopt a liberal trade policy.

There is room for the energies of both the

English traders in Burma and the French

in Tonkin, for they would tap different parts

of the province, and there is no need for either

to wax anxious over the matter. Let each do

all they can to provide facilities for opening

up trade routes and improving the means of

communication without indulging in care-

less and foolish fits of jealousy, there-

fore playing into the hands of the Chinese.

And above all we would earnestly deprecate

their following the advice given by Mr. Hertz

at the close of his address, namely to conciliate

the Chinese Government, if by that means a

travelling policy. It is a mistake that has

been made more than once by the British

Representative, and it may yet cost dear.

A conciliatory attitude is invariably construed

by Chinese officials into an admission of

weakness, and as such is presumed upon.

Since the Anglo-Burmese Convention was

concluded, by which it was agreed that a

tribute bearing mission should be sent from

Mandalay to Peking, it has apparently been

impossible for the British Minister to obtain

redress for any grievance, much less to secure

any concession from the Chinese Govern-

ment. Now Mr. O'Connell's subsequent

concession to Chinese vanity, namely, his

reception by the Burmese in an outlandish

of the Palace, seemingly enabled him to

make any more progress than his predeces-

sor in office. A reciprocal policy is the only

one possible in dealing with the Peking

Authorities, and nothing for nothing should

be the Minister's motto. For the past few

years at any rate Great Britain has been

playing a losing game in China, and is in

a worse position now than she was when

Sir THOMAS WADE was head of the Legation

and insisted on the observance of treaty

stipulations.

The P. & O. steamer *Empress of China* arrived

at Vancouver on Tuesday afternoon last.

The steamer *Africa* left Singapore yesterday

and is due here on or about the 30th inst.

The N. G. I. steamer *Gloria*, from Bombay,

left Singapore for this port yesterday afternoon.

The D. D. R. steamer *Orion*, from Hongkong,

left Singapore for this port yesterday afternoon.

The O. & O. steamer *Orion*, with mails, from

Yokohama, will leave for this port on the 24th

inst. The steamer *Orion*, from Yokohama, will

leave for this port on the 24th inst.

Meas. Calbeck, Macgregor & Co. have

struck a capital idea for a Christmas wonder

to their friends, in the shape of a serviceable

folding brass-mounted foot-stool.

The China Mail steamer *Phaenax*, from

Glasgow and Liverpool, passed the Cannon on

the 22nd inst. and is expected to arrive at Singa-

apore on or about the 24th inst.

We are indebted to the Spanish Consul for a

copy of the *Boletín de Comercio*, published at

Manila at 8.05 p.m. yesterday. There is a de-

claration of the Chinese Government, dated

the 22nd inst., in which it is stated that the

Chinese Government has received a letter from

the British Government, dated the 22nd inst.,

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SHIPPING IN PORT.

Shanghai, British ship, 1,390, Allan,
Butterfield & Swire
Star, American, Dunlop, 585, Petersen
A. G. N. Telegraph Co
Satley, British ship, 2,108, Worcester,
P. & O. S. N. Co
Tamsui, British, General, 919, Clegg,
Butterfield & Swire
New haw, British ship, 560, Groves, I.
Butterfield & Swire

NOT A SAIL.

In Port on 15th November, 1893:
Kooktimken, B.igo, 400, Kaguwa,
Yenson Kotscha
Taku Maru, Japanese bark, "Imacona,"
Japan
Taria, British steamer, 1,803, Bailly,
Holme, Riggs & Co

Anguste, Portland ship, 1,368, cloth, 1893,
M. Raspa & Co
Caracalla, British ste., 2,289, Sharp
Carroll, Am. ship, 1,000, Carroll & Co
Chuyuan-shan, Brit. ship, 230, Topyahin
11, Lee Sun & Co
Clan Macdonald, Brit. bkt., 2,072, Harli-
Dalgarno & Co
Grand Gordon ship, 2,111, Eblers,
Simon, Evans & Co
Nosh, British ste., 1,210, Pottinger,
Nightingale & Swire
Taitian-shan, Jap. ship, 1,591, Kesterling
Nightingale & Swire
Velox, Gordon ste., 831, Gundward,
Chicago
Valente, British-hulk ste., 2,593, Scott,
Sammel, current & Co
1893, (11/14)

In Port on 10th November, 1898

Fr. 20.	Ansonia, Amr. sch., 46, A. Lawton,
Oct. 5.	Ancon, British sch., 1-83, Aglio, P. & O. S. N. Co.
Nov. 27.	Arcata, British schooner, 54, Pines, Captain
Dec. 11.	Boston, British schooner, 35, T. Evans, Capt. Penn
V. 13.	Diana, American sch., 71, P. Brown, Captain
Marshall.	Glanville, B. Gsch., 174, McGregor, Captain
June 29.	Hankow, British sch., 132, Ward, Dunford, Cardiff & Co.
Aug. 11.	Hesperus, Amr. sch., 55, Shaw, O. C.
V. 20.	S. Mael, British sch., 93, R. W. Hol. Order
Apr. 18.	In Port 1st January, 1899

[illegible][illegible][illegible][illegible]

13.	Joseph, French cruiser, Lieut. Perrin
	Shanghai
	Concoré, A. etian cruiser, Capt. Gaudin
	Round-eyes
12.	Concoré, French cruiser, Capt. Reaume
	Shanghai
17.	Titte, Chinese cruiser, 4 guns, 4,341 h.p.
14.	G. Badinier, at Shanghai
ov.	Monastir, French cruiser, Capt. B.
	Korovak, Russian cruiser, Capt. Filov
	Vladivostok
	Argentine, Russian corvette, 4 guns, 1,100 h.p.
9.	Argentine, Russian corvette, 4 guns, 1,100 h.p.
	Lamarque, American frigate, Capt. A. I.
	Corralco, at Yokohama
10.	Glo, French s.s., 4 guns, Capt. Pape
	Yokohama
	Yokohama, Russian s.s., Com. Nancy, at
	Yokohama, Russian cruiser, 7 guns, Com. B.

[illegible]

4.	Plinkin, of Nagasaki
5.	Splio, German cruiser, Captain Herbin
	Runkle
6.	Sawada, Acar. corvette, Com. P. H. Co.
	of Yokohama
7.	Prionphants, French frigate, Capt. R.
	Stedall, at Yokohama
8.	Vipho, British corvette, 1 gun, 425 lb.
	of the S. S. S. S.
9.	Vitia, Russian cruiser, Capt. Zarie, a-h-
	Voost, 2 guns, g-h, 4 guns, Com. Melch-
	Vol, 1st division
	Vol, 2nd division, 2 guns, 340 lb., 1st
	Com. Krotshman, of Nagasaki
	Yakost, Russian corvette, 75, Chumelov
	Nap saki
	Z. 1st division, 1st division, Capt. Donsirof
	Nagasaki

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